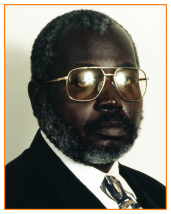
The Citizens Advisory Committee (CAC)

The key goals of the CAC are to inform citizens about the Bay Link Study and to receive input from the public. The committee represents a group of individuals who live or work in the Miami-Miami Beach Study Corridor and who have a vested interest in the development of the project. Panel members include area residents, employees, commuters and business owners, employers and other stakeholders who are interested in providing project input. "The role of the CAC is to work hand in hand with the management team and provide input so together we can arrive at a locally preferred alternative," said Wilson Fernandez.

Elected co-chairs from both Miami and Miami Beach will represent the citizens affected by the Study. Elected co-chairs are Marty Hyman and Irby McKnight.



Irby McKnight

Irby McKnight is a long time resident of Overtown, active in the community and political affairs throughout Miami Dade County. He is President of the Overtown Advisory Board, and Chairman of the Overtown Neighborhood Assembly for the Empowerment Zone.

McKnight started as a high school student seeking membership in the Student Government Association at Cades High School in South Carolina. Activism followed him to Winston Salem State University in NC. He later attended Southern Christian Leadership Conference workshops on Leadership and Citizen Education. As a community organizer, Mr. McKnight works well with all communities.

Marty Hyman

Marty J. Hyman has been a Miami Beach resident for over 20 years. He is a notable architect and designer. Many of his projects include several Miami Beach landmarks including a 400 room ocean front hotel, 700 car parking garage/retail complex, and historic restorations such as the 17 story downtown office building.

Hyman's community activities include being Vice Chair of the Miami Beach Transportation and Parking Committee; Executive Board Member of the North Beach Development Corporation & Mid-Beach Partnership; Miami Beach Development Corporation Board of Directors; Metropolitan Transportation Authority and Electrowave Advisory Boards. Hyman sees the Bay Link CAC as a logical tie-in to his other activities.

SAY YES TO BAY LINK

How To GET INVOLVED

It is important for the public to note that all feasible alternatives will be considered. The Citizens Advisory Committee (CAC) is the forum for providing input to the study. It will continue to meet every three to four weeks during the next year. Meetings will alternate between downtown Miami and Miami Beach. The next CAC meeting will be held January 22, 2002 at 9 AM at the Botanical Gardens in Miami Beach.

In order to get involved, contact Communikatz by e-mail at bgraf@communikatz.com or and leave a message at extension 14. Carmen Morris & Associates can be reached at cmorris@bellsouth.net or at 305-278-2395. For more information, log on to www.co.miami-dade.fl.us/mpo/baylink.htm

BAY LINK

MIAMI-MIAMI BEACH TRANSPORTATION CORRIDOR STUDY

BAY LINK MIAMI - MIAMI BEACH TRANSPORTATION CORRIDOR

Both Miami and Miami Beach are continuing to grow rapidly and are experiencing heavy densification that exceeds 2020 projections in a number of locations. This growth when combined with relatively narrow streets and a chronic lack of parking results in severe local congestion, making access by private automobile difficult. The downtown development plans for both cities recognize the need for public transit investments that support their land use plans and connect the hotels and convention center. The purpose of the Bay Link study is to advance the definition of this public transit connection.

The study, financed by the Florida Department of Transportation (FDOT) and managed by the Metropolitan Planning Organization (MPO) will research a number of transportation alternatives for a direct connection from the Metrorail facility in downtown Miami across the MacArthur Causeway to the Miami Beach Convention Center. Two public meetings were held on October 23rd. According to Wilson Fernandez, MPO Project Manager, "additional informational meetings will be scheduled, as the process continues, to provide the public with more opportunities to participate in the study."

PROJECT HISTORY

This is not the first time that transportation enhancements have been considered for these two areas. The Miami-Miami Beach Corridor is part of a larger focused study of east-west travel that FDOT undertook with the Federal Highway Administration in 1995.

A Draft Environmental Impact Statement (DEIS) was completed for possible transit improvements from the FIU campus to Miami International Airport, to downtown Miami, the Port of Miami and the Miami Beach Convention Center. The failure to secure a funding source (i.e. penny sales tax) to finance related construction, operations and maintenance costs placed the project on hold.

The East-West Multimodal Corridor Study provides a technical base for the Bay Link Study. Preparation of the supplemental DEIS will provide the documentation needed to satisfy the National Environmental Policy Act (NEPA) and the Federal Transit Administration (FTA) requirements. "Bay Link is an evolutionary process with previous studies to build on," Jose Luis Mesa, MPO Director.

Si desea este panfleto en español por favor llame al **305-573-1210**

Si ou vlé plis infomasyon sou proje sa en Kréyol rélé **305-573-4455 ext 16**

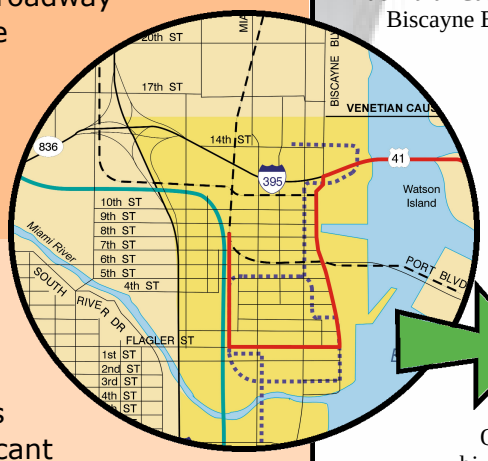
THE BAYLINK: The most reliable link to reach the beach!

ALTERNATIVES BASED ON NEED

"The Bay Link Study is based on an examination of the area's existing roadways and transit services including Metrorail, Metromover, Metrobus and the Electrowave Shuttle," said Phil Smelley, Project Manager for Parsons Brinckerhoff. A number of transit alternatives will be analyzed in the study, Smelley added.

NO-BUILD (NO PROJECT): This alternative focuses only on projects currently planned and funded.

BASELINE ALTERNATIVE: Additional bus service and minor roadway improvements would be implemented between the Miami Beach Convention Center and downtown Miami under this alternative.



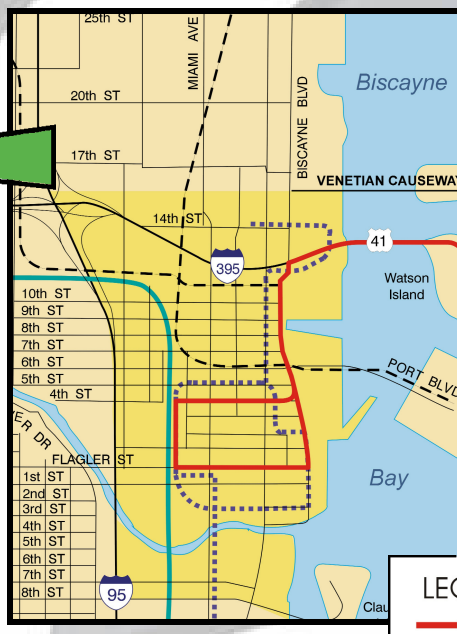
BUILD ALTERNATIVES: This alternative classification includes those alignments and technologies that represent a significant new capital investment to address the transit needs in the corridor.

The technologies currently include Bus Rapid Transit, Light Rail Transit, Ferries and Water Taxis, and will be expanded, as necessary to include other technologies that may seem feasible during the early part of the study. All of the following alternatives connect downtown Miami to Miami Beach. What is illustrated here are the alignment options in downtown Miami and on Miami Beach. These options can be put together in any combination.

Miami Alternatives

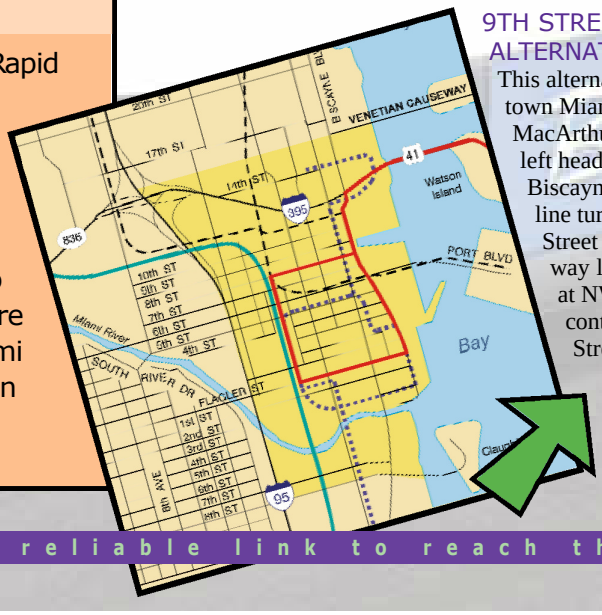
4TH STREET ALTERNATIVE

The alignment enters downtown Miami from the MacArthur Causeway making a left turn, heading south onto Biscayne Boulevard. The line turns west onto NW 4th Street then turns onto NW 1st Avenue, before completing the one-way loop on NW 2nd Street, where it heads back to the MacArthur Causeway via Biscayne Boulevard.



FLAGLER HOOK ALTERNATIVE

This alternative enters downtown Miami along the MacArthur Causeway turning left heading south onto Biscayne Boulevard. The line turns west on Flagler Street then makes a right at Government Center running along NW 1st Avenue and terminates at the Overtown station. This is a two track bi-directional alignment through downtown.



9TH STREET LOOP ALTERNATIVE

This alternative enters downtown Miami along the MacArthur Causeway turning left heading south onto Biscayne Boulevard. The line turns west onto 9th Street to start a large one-way loop that makes a right at NW 1st Avenue and continues to Flagler Street. The alignment heads east on Flagler and turns north onto Biscayne Boulevard to complete its route.

Miami Beach Alternatives

ALTON ROAD ALTERNATIVE

This bi-directional (two-track) alternative enters Miami Beach from the MacArthur Causeway and makes a left onto Alton Road heading north before turning east on 17th Street before terminating in the area of the Convention Center.

LEGEND

alignment

WASHINGTON AVENUE ALTERNATIVE

This bi-directional alternative enters Miami Beach from the MacArthur Causeway and proceeds easterly along 5th Street to Washington Avenue where it turn right heading north to the Convention Center.

GEND
- Alignment
- Metrorail
- Miami Metromover

SOUTH BEACH LOOP ALTERNATIVE

This alternative is a one-way loop that enters Miami Beach from the MacArthur Causeway making a right turn onto Alton Road, then turns left on 1st Street. From this point, the line turns left heading north along Washington Avenue through the commercial district. The alignment turns west and follows 17th Street then turns south on Alton Road looping back to the MacArthur Causeway.